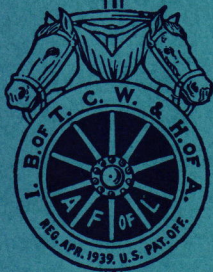


THE  
**INTERNATIONAL  
TEAMSTER**

FEBRUARY, 1942



*Official Magazine*

INTERNATIONAL BROTHERHOOD  
TEAMSTERS... CHAUFFEURS  
WAREHOUSEMEN & HELPERS  
OF AMERICA

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We do not accept advertising





## Those Tire Regulations

**I**NFORMATION just received from President Tobin in Washington, D. C., indicates that everything possible is being done by the Teamsters' Union to obtain consideration for commercial vehicles in the rationing of tires.

We take the position that we will, of course, accept any wartime regulation of the government, regardless of how injurious it may be to our union. We recognize that when the very existence of the nation itself is at stake, the interests of any particular group are of minor importance.

And the Teamsters are completely and irrevocably committed to the support of the government in its determination to win the war.

We believe, however, that the tire restrictions as originally issued are detrimental to this objective. Experience has proven that in modern warfare the fleets of private delivery vehicles are essential to civilian defense.

If there are no tires available, then, obviously, nothing can be done about it. However, passenger cars used exclusively for pleasure are still thronging the streets and burning up rubber.

In fact, enough rubber was burned up by football fans attending the bowl games on New Year's Day to operate all the commercial vehicles in any one of those cities for a year.

Why didn't somebody do something about that?

And why should the delivery of milk to homes be eliminated while private citizens are allowed to make the rounds of road-houses for liquor?

That just doesn't make sense. And that is why we call these things energetically to the attention of the federal officials charged with conserving the supply of rubber. We maintain that the tires of every passenger car should be commandeered before the tires of essential commercial vehicles are restricted.

If private cars are allowed to wear out their tires and all the motorists are compelled to patronize the municipal transportation systems, what will happen? The transportation systems will be hopelessly congested by a traffic they were never designed to accommodate.

In that event, taxicabs become a transportation necessity.

Yet the regulations say that taxicabs cannot get tires.

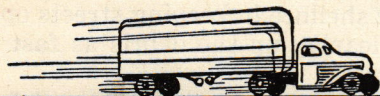
We suspect that somebody is trying to grind an axe in these tire regulations. The milk companies, for instance, lost no time in demanding the curtailment of home deliveries. And there is a reason for that. They hope to destroy the milk drivers' unions. Then they can make the householder carry his own milk and make bigger profits.

The flagrant inconsistencies and discriminations in the tire regulations are receiving congressional attention. There is a good prospect that they will be intelligently modified.

In the meantime, President Tobin urges that no union set aside any existing agreements because of the tire shortage, without first conferring with International Headquarters. Sit tight for a time.



# The INTERNATIONAL TEAMSTER



*Official Magazine*

INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XXXIX

FEBRUARY, 1942

Number 3

## Western Teamsters Mobilize

By M. S. Vidaver

Editor, American Labor Citizen, San Francisco

### Office of Publication

222 E. Michigan Street.....Indianapolis, Ind.

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Entered as second-class matter, February 23, 1906,  
at the postoffice at Indianapolis, Ind., under the  
Act of Congress of March 3, 1879.

Acceptance for mailing at special rate of postage  
provided for in Section 1103, Act of October 2, 1917,  
authorized on July 8, 1918.

### SUBSCRIPTION RATES

Per Annum.....\$2.00 | Single Copies 20 Cents  
(All Orders Payable in Advance)

Published Monthly

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THE first line of civilian defense on the Pacific Coast is the rugged brotherhood of American Teamsters.

From British Columbia to San Diego, the Teamsters have organized to meet the threat of aerial attack or actual invasion. And if war strikes the West Coast as it struck Pearl Harbor, the same bugles that call the troops into action will also call the Teamsters.

Even before war came, the Teamsters were preparing for the emergency. Since then they have become the backbone of the civilian defense organization of every city in the danger zone.

### Anti-Aircraft Units

Under the emergency plans perfected by the government in co-operation with the union leaders, the Teamsters are prepared to back up the troops in the front lines and to evacuate the civilian population.

They will transport troops and ammunition forward at the same time that they carry civilians back.

Every type of tank truck, cargo truck, supply truck, fuel truck and delivery truck as well as huge low-bed trucks and multiple trailer equipment



has been listed with the defense authorities together with the names of the Teamsters who will operate these vehicles under fire.

The equipment has all been classified so that it may be instantly converted into mobile anti-aircraft units, ambulances, supply trains, troop trucks, provision wagons, soup kitchens, portable machine shops and every other type of carrier which the military authorities may need.

Handling of these varied transportation facilities is a highly skilled job requiring years of experience and training, in most instances. All Teamsters proficient in these lines of vehicular operation have voluntarily conscripted themselves to serve their cities, states and nation in case of need.

All the vital arteries of transportation required to keep supplies, munitions, guns and soldiers moving will be in the skilled hands of Teamsters working under the supervision of army, navy or civilian defense officials.

### **Taxi Drivers on Call**

The members of all taxicab drivers' unions are on 24-hour call and in case of emergency will be of immense value because of their thorough knowledge of every street, alley and highway in their territory.

The taxicab companies have offered their equipment to the government and the unions have offered their members so that both men and machines may be instantly commandeered, whenever the necessity arises.

Members of general Teamster

unions familiar with heavy equipment are being organized into demolition squads and are prepared to work under shellfire in keeping streets open and clearing up the debris as fast as it falls.

Meat truck drivers will be put into service as auxiliary ammunition supply drivers to supplement the regular supply service of the army in case the troops are scattered over a wide area to repel invasion.

Laundry drivers will handle signal corps equipment, and dump truck drivers will have special and dangerous assignments.

### **Form Blackout Brigades**

The over-the-road drivers will bear the brunt of troop and munition transportation because they are familiar with the highways and the equipment required. Special units of bakery drivers, milk drivers and other

Teamsters are being formed for service during blackouts and to aid in emergency evacuation where their knowledge of the city will be of tremendous assistance.

Behind the Teamsters stand thousands of warehousemen whose services will also be utilized in many different ways.

The Teamsters are moving in every city of the coast and the officials of joint councils and local unions are in constant conference with military leaders perfecting the details of total war, which falls as heavily on the civilian as it does on the soldier.

Further information of the plans evolved for defense of the Pacific Coast, should it become a combat



M. S. Vidaver



zone, cannot be revealed. But suffice it to say that the Teamsters, with all their manpower, are ready today for the defense of America.

And they began getting ready months ago before the average citizen realized that war was on the march toward our shores.

The only threat to the successful operation of the emergency plans is the drastic tire rationing. The commercial vehicles of the Coast are re-

quired for defense. But they cannot run on their rims. They need rubber. And there won't be time for the army to issue tires after the bombs begin to fall.

At present these vehicles are as vital to the commercial life of the country as they are to its national life in case of attack.

They must be kept rolling. The Teamsters stand ready to roll them wherever the army directs.

## *Use Your Own Courts!*

By Daniel J. Tobin

**I** HAVE repeatedly advised our members to keep away from shyster lawyers who will do nothing except talk them into trouble. One thing is certain, and that is that the International Union will not tolerate its members taking their local unions or the officers of their local unions into court—in other words, appealing to the courts—until they have gone through all the courts of the organization. Now the courts of the organization are as follows:

Charges must be preferred in writing against officers or members, and those charges must be given to the local union officials to be read at the meeting of the local; then they are to be referred to the local executive board for trial, and the decision of the local board is final and binding. In other words, the local union cannot set aside the decisions of the local executive board in the case of an individual.

Copies of the charges must be given to the defendant at least ten days before the trial takes place. The defendant should be notified by the local executive board when it is to hear his case. The defendant or the local union has the right to appeal from the decision of the local board to the Joint Council.



Daniel J. Tobin

Either party can appear before a committee from the Joint Council, which can be either the executive board of the Joint Council or a special committee set up for that purpose to hear trials. The defendants or complainants can appear before the Joint Council in person, or they can write out their answers or their statements and present same to the Council or to the committee from the

Council. If no Joint Council exists in the district the case can be appealed from the decision of the local executive board to the General Executive Board of the International Union. Even if



there is a Joint Council in the district and the Council makes a decision, the case can be further appealed to the General Executive Board of the International Union in Indianapolis. If the General Executive Board makes a decision that is unsatisfactory to either party concerned or involved, the party can go further and appeal to the next convention of the International Union.

Therefore, it is foolish and a waste of time and money for individuals or local unions to be appealing from the decisions of trials conducted in accordance with the constitution, to the courts of the land.

Don't let those funeral-chasing lawyers talk you into taking your local union into court. If you do, you will cause unnecessary expenditures, a waste of time, and will run the risk of being expelled from the International Union. If the local union is taken into court by an individual member, or set

of members, before all the courts of the organization have been gone through as enumerated above, and if the individual, or set of individuals, lose their case, the least penalty that should be imposed upon them is to compel them to pay all the costs of the proceedings, including the cost of witnesses, railroad fare, attorneys' fees, court costs, stenographic or court reports, etc.

Until payment of this amount is made by the individuals, or arrangements made satisfactory to the local for said payment, the member or members bringing the local into court should be suspended. It is well also to remember that individuals who refuse to carry out the Constitution of the International Union by taking their cases before the proper courts of the local and International Union before going into the courts of the land, are subject to expulsion.

## *More Volunteers for Burma Road*

**N**OTHING published about the war in recent months has aroused as much interest among union members as the article in the January issue of *THE INTERNATIONAL TEAMSTER* about 1,700 American Teamsters delivering supplies to China over the dangerous route of the Burma Road.

Incidentally, *THE INTERNATIONAL TEAMSTER* scooped the daily newspapers and the wire services on that story.

Business agents throughout the country report that they have since been besieged with inquiries from Teamsters eager to volunteer for this hazardous war service in the Orient.

Letters were received by *THE INTERNATIONAL TEAMSTER* from Dave Beck, Jr., of Seattle, Lee Sampson of

Fort Wayne, Ind., Charles Dietcher of Denver, Robert A. Esslinger of Peru, Ind., Orin Wilson of East St. Louis, Ill., Robert McGinnis of Billings, Mont., and Milton D. Denbo of Sacramento, Cal., asking how they could sign up.

The man who is taking applications for the Burma Road is Capt. Richard M. Jones of the Overseas Service, U. S. Quartermaster Corps, Washington, D. C.

It can now be revealed that one party of Teamsters was on an army transport bound for the Orient on December 7 when war broke out. It eluded the Japs and landed its men. At present no more drivers are being sent overseas but the indications are that many more will be needed soon.



# War Machines Need Drivers

By Harold Newton  
Editor, Wisconsin Teamster

**L**IFT up your heads and stick out your chests, truck drivers and mechanics, you are one of the most important cogs in Uncle Sam's war machine, and this includes those of you who are within and without the armed service of your country.

The important part that truck drivers, and those who service motor vehicles, play in modern warfare was driven home very dramatically to me in a recent tour of Fort Knox, Kentucky, which I was privileged to make as a guest of the War Department and the Labor Division of OPM.

At Fort Knox is stationed the fastest-moving, hardest-hitting land unit in our army, the Armored Force (the American counterpart of the German panzer force).

It has been estimated that 25 per cent of our new army will be truck drivers and motor mechanics.

In our Armored Force the percentage is much higher. I know because I had the opportunity to view this newest unit of Uncle Sam's army.

Consider the fact that one armored division has 12,700 officers and men, 3,250 vehicles, and 19,013 guns or approximately one motor-driven vehicle to every four men.

Uncle Sam, prior to the declaration of war was equipping five such divisions. Now that we are in the war, more divisions will undoubtedly be

established. The English estimate that Hitler has more than 25 such divisions, many of which, of course, have been badly battered during the current campaigns.

The 3,250 vehicles are divided into 1,140 combat vehicles and 2,110 other vehicles. The combat vehicles include 273 light tanks (13-ton) and 108 medium tanks (the newest

type are 30-ton). The remaining 759 armor plated combat vehicles include wheeled scout cars, half-track scout cars, personnel carriers, and mortar carriers.

The 2,110 other vehicles include motorcycles, 1/4-ton bantams (peeps to the Armored force), half-ton command and reconnaissance cars (jeeps), and several hundred 10-wheel, six-wheel-drive trucks varying in size up to the 10-ton wreckers.

To carry the division's vehicles 200 miles, a day's

march, requires 154,000 gallons of gasoline. A large part of this and other supplies needed by the troops, such as food and ammunition, is transported in the division's own vehicles. The problem of supply is one of vast importance in this division because of the speed of operations and length of supply lines. Sufficient spare parts for vehicles are carried in the field so that repairs can be made instantly.

Certainly in the Armored Force, vehicle drivers and mechanics of defi-



Harold Newton



nite ability and skill are of primary importance. The army will have to draw heavily upon the experienced drivers and mechanics of this country and that means upon the membership of the Teamsters' Union.

Every part of the U. S. Army, of every modern army, in fact, is dependent to a large degree upon trucks and truck drivers for most of its supplies, especially when in the field.

Experience has proven that railroads are easy targets for enemy bombers and can easily be put out of business. Trucks, on the other hand, can quickly adopt new routes around heavily bombed areas and carry on uninterrupted supply.

If we are to defeat Hitler and his fellow gangsters we are going to have to surpass him in building and fighting the latest type of motorized and mechanized equipment.

### **Railroads Vulnerable**

The English estimated that at the height of Germany's attack on Russia they used 72,500 motor vehicles on and near the front lines with an additional 72,500 motor vehicles farther back, replacing bombed and wrecked railroad transportation lines.

It was estimated that at that time these 145,000 motor vehicles used up 43,000,000 gallons of petroleum products each month.

These figures are, of course, only estimates. They give, however, some idea of the dependence of the Nazi hordes upon motor vehicle transport and, of course, upon experienced drivers and mechanics.

On the other side of the world there

is the exciting and dramatic story of the vital part truck transport and drivers are playing on the Burma Road, China's lifeline.

In the last issue of THE INTERNATIONAL TEAMSTER there was reported the fact that 1,700 American Teamsters have been sent to speed up the traffic on this famous road. They will play a very important part in keeping China in the war.

### **Cities Depend on Trucks**

In our own country every citizen and community will be asked to increasingly do their part in building the mightiest army and navy that the world has ever seen. Industries in every community will have to be utilized to bring this about.

When you consider the fact that one-third of all the communities in this country, 48,000 of them, are totally dependent upon highway transportation, you will then see the importance of truck transport to our nation's war effort.

As the sea lanes along our coasts become more and more hazardous due to submarine warfare, more and more of the nation's transportation burden will have to be borne by truck.

The English have had to bank heavily upon the trucking industry to keep open their supply lines, both at home and in Libya.

In this country the network of highways totalling a million and a half miles will prove to be arteries which will supply Uncle Sam with the blood and sinews of war which will eventually wipe Hitler and his satellites off the face of the earth.

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This is a war to preserve the freedom and advances which labor has so painfully helped to achieve. Labor must now, more painfully and more determinedly than ever, protect its advances and that freedom by devoting itself completely to the primary task at hand—the destruction of the three-headed dragon of Germany, Italy and Japan.—Duluth Labor World.



## Write Your Congressmen

**T**HE support of the Teamsters' Union throughout the country has been requested to secure the passage of S. 2015 by congress.

This measure would give the Interstate Commerce Commission control of weights and sizes of trucks and remove the capricious and conflicting limits imposed by state legislatures.

The railroads and the railroad unions are opposing this bill because they control many of the legislatures which impose damaging regulations on trucks. The only fair basis of truck operation is under uniform federal requirements such as apply to the railroads. S. 2015 would provide this.

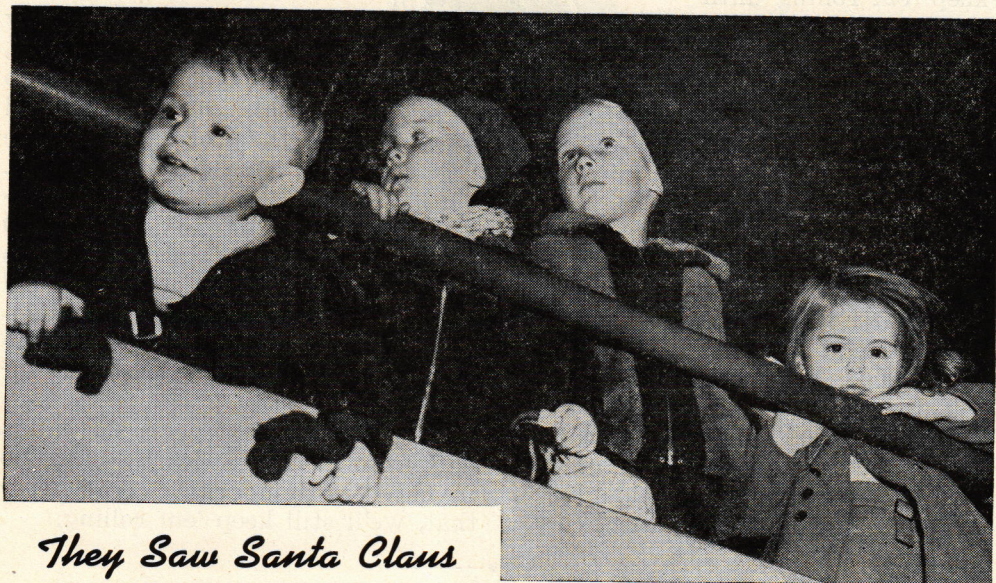
Under the national emergency, truck transportation is necessary to national security. The railroads are unequal to the emergency. Yet the

railroads and the railroad unions are endangering national security to increase their own personal profits.

S. 2015 would rectify the damage being done by the lack of patriotism shown by the railroads and their yes men on their payrolls.

Notify your congressmen and senators that S. 2015 should be passed in the interests of national defense, and in the interest of clean politics to remove the corruption that surrounds the sessions of many state legislatures.

Senator Barkley of Kentucky is considered one of the leading supporters of the railroads. Kentucky Teamsters should take note of that. And so should the Teamsters of other states. Write your congressmen and senators and break the railroad stranglehold on your jobs.



### *They Saw Santa Claus*

The annual Children's Christmas Party of the Minneapolis Joint Council of Teamsters was the most successful in its history. The Teamsters planned for 7,000 but 10,000 turned out and packed the armory to the rafters. And they went home convinced that there is a Santa Claus. They actually saw him. And he was wearing a Teamster button.



## Millions for Defense

**T**HE Teamsters are keeping 'em rolling—trucks on the highways and dollars into the federal treasury.

The International has just purchased its second million dollars' worth of treasury bonds for national defense and a third million will be bought this year, according to President Tobin.

And from now on for the duration of the war, the International will purchase federal bonds at the huge rate of \$2,000,000 per year. The men and money of the Teamsters' Union are in the war to the bitter end. They will keep 'em rolling until the sun never sets on the graves of our enemies.

The men who will make their share of German and Jap graves are the men of the United States Marine Corps, like Sgt. W. H. Campbell, who is pictured holding the bank receipt for the \$1,000,000 in bonds bought last month.

This money would pay the monthly salary of 33,000 marines. The money previously invested by the International and the local unions would meet one payroll of the entire marine corps.

The receipt held by Sgt. Campbell would also buy five heavy bombers with which to avenge Pearl Harbor and make Tokyo smoke like Mount Fujiyama in its prime.

These investments are the answer of the Teamsters' Union to the appeal of President Roosevelt for the money to fight the war. Originally, the International purchased the limit of \$100,000 in Series G defense bonds and attempted to have the regulations revised to permit larger purchases. At present they are limited to \$50,000 a year.

Failing in that, the International then decided to put its money into treasury bonds, on which there is no sales restriction. And the proceeds go for the same general purpose.

So far, the International holds \$2,100,000 in federal bonds. It is estimated that local unions and joint councils throughout the

country have bought at least another million.

By this time next year, the International will have at least \$4,150,000 invested in democracy. And after that, we'll still keep 'em rolling.



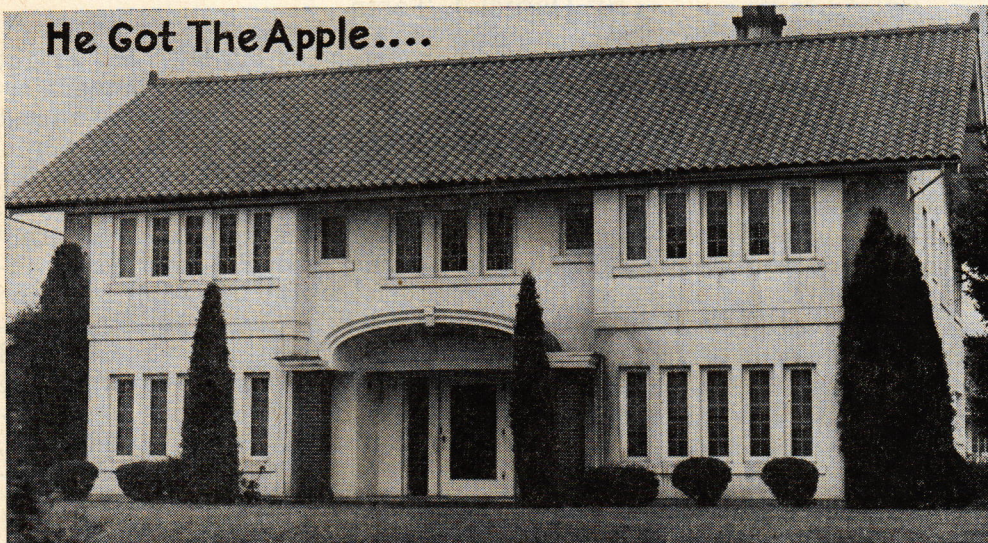
**From US to U. S.**

It looks like a great ray of sunshine is being emitted in the presentation of labor to its readers by Chicago's new morning paper, *The Chicago Sun*. Labor is appreciative of such a fairminded policy.—The Milk Distributor, Chicago.

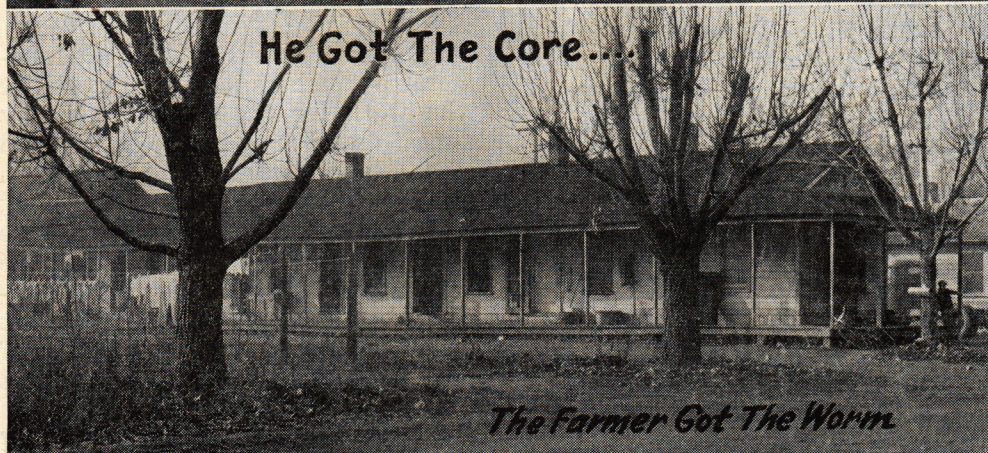


# *Yakima Apples Still "Arsenic"*

He Got The Apple....



He Got The Core....



*The Farmer Got The Worm*

**T**HE man in the mansion won't talk to the man in the shack. He won't talk to the government, either. He says the man in the shack has no right to a 12-hour day and the government has no right to arbitrate their differences. So he sits in his mansion and fondles the profits he makes from Yakima's "arsenic apples." He laughs because he can store his apples and

starve the farmer and worker. But he forgets that he can't store peaches and apricots. The apple workers of Yakima, Wash., have been on strike for several months. They are asking for 40 cents an hour and a 12-hour day. The wealthy apple brokers have refused federal requests to arbitrate. Now they are trying to sell their "arsenic apples" to the army.



# *Better Spirit is Shown*

By Daniel J. Tobin

**W**E HAVE received only a very small percentage of appeals from elections by disgruntled candidates this year. We are grateful for that because it indicates a better spirit of trade unionism and a more thorough and complete understanding of our obligation to abide by the decision of the majority.

I have repeatedly said in the columns of this journal that the best proof of a man is that he is able to accept defeat as well as victory. No man who has the stuff in him needs to remain unheard of, or out of office, if he will follow the Constitution and, through logic and reasoning, endeavor to convince the membership of the justice of his claims.

Nearly every one of us who has reached the top in our International Union, or in our local unions, met with some set-backs or defeat in our early days. Defeat to a real trade unionist means a greater determination to persevere and follow up and advocate his principles and beliefs.

## **Must Have Character**

You cannot win today by abuse or by what we call "trimming" or whispering within the organization. You must have decency and character to convince the rank and file that you are a real man. Every member in good

standing, under our laws, has a right to aspire to any office within the International Union, but those offices must be aspired to on principle and can be gained only by the character of the man and the justice of his arguments.

No man reaches the top in the army or the navy by double-crossing or knifing someone else. They only reach the top by acts of heroism and unselfishness. Remember this—to be a real officer or representative of your people means that you must have honor, dignity, truthfulness, sobriety and brains, but above all, your actions and expressions must be based on justice.

## **They Also Serve**

Remember also that there are innumerable members in the rank and file who work for the union every day almost as much as the men who hold office. Bear this thought always in mind — "He also serves who only stands and waits." Therefore, give your support to the men who have been elected to office this year to represent your union. Give them that unselfish support in the interest of your union which you would expect were you an officer.

Always remember the words of your obligation—and unless you have taken that obligation you are not a member. They read: "We promise never to injure a brother."

## **Jap Bombs Shock Isolationists**

The "isolationists" were shaken out of their anti-labor stupor when Japan suddenly attacked our country's defense nerve centers in the Pacific. Though the Japanese menace to our safety was repeatedly emphasized by Organized Labor—when, for example, it had called for an embargo of scrap iron on Tojo's fascist government—these "isolationists" were instead busily engaged in plotting against the American trade union movement.—N. Y. Trade Union Courier.



## "Let's Go," Says Chicago

**W**ILLIAM A. NEER Teamsters' Post No. 846 of The American Legion, Chicago, is blowing "boots and saddles" for the veteran members of the International Brotherhood.

That means—get on your horse, and let's go!

The William A. Neer Teamsters' Post is one of the youngest in The American Legion but it has ambitions of becoming the biggest, with a nation-wide membership composed entirely of Teamsters.

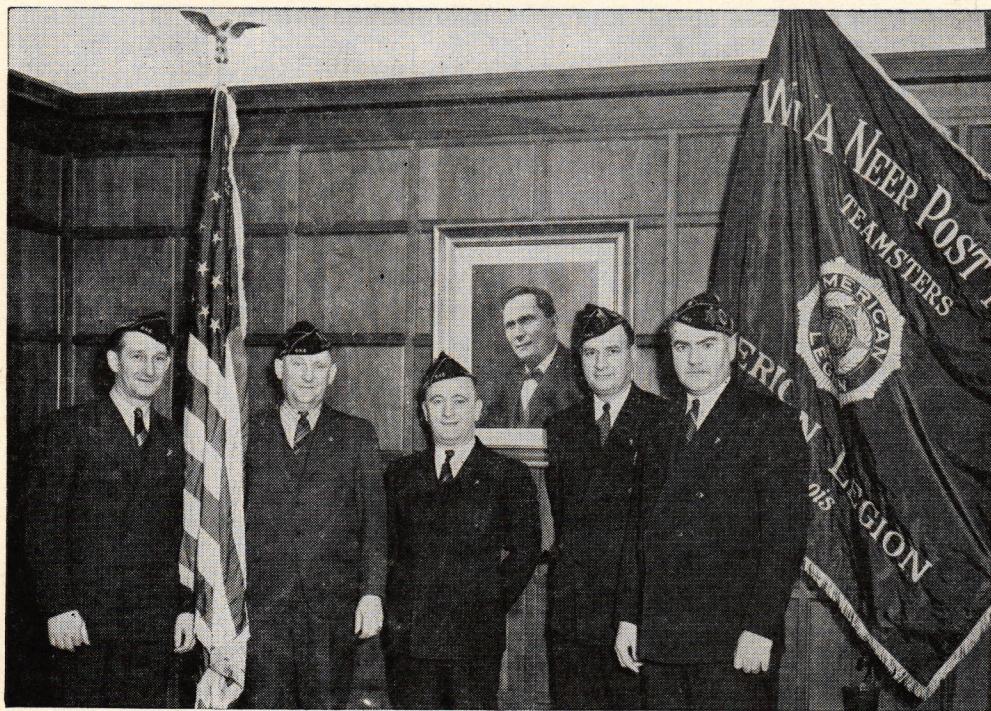
Already its roster reaches from the Great Lakes to Puget Sound and it

plans to take in Chesapeake Bay and the Gulf of Mexico.

Any man anywhere in the world with a Teamster button and an honorable discharge from the armed services in the last war, can sign up for duration with William A. Neer Post.

The post meets the fourth Thursday in each month in the hall of Coal Drivers' Local No. 704 at 216 South Ashland Boulevard, Chicago, where visiting Legionnaires and Teamsters are always welcome.

The post was organized last April and has already built up a treasury of



**TEAMSTER-LEGIONNAIRES**—These officers of William A. Neer Teamsters' Post of the American Legion, Chicago, are also officers of Local Unions Nos. 731, 726, 734, 714 and 772. Left to right, they are: Adjutant William M. Hicks, Second Junior Vice-Commander Walter Samson, First Junior Vice-Commander Edward Healey, Senior Vice-Commander David O. Sark and Commander Lawrence Monahan. They are gathered in front of a picture of Mr. Neer.



\$1,500, much of which is being used for relief work. It was formed under the auspices of Joint Council No. 25 in Chicago which presented the post with its colors.

On January 15 the post was host to 200 officers of all American Legion posts of Cook County, at which citations were presented to Leslie G. Goudie, international vice-president of the Teamsters' Union, for initiating the idea of a Teamster post; to

Secretary-Treasurer Frank Sperry of Florist Drivers' Local No. 724 and to Secretary-Treasurer Frank Nagorsne of General Drivers' Union No. 200, Milwaukee,

A call to the membership of William A. Neer post to mobilize for civilian defense brought a 100 per cent response.

The Teamsters are as ready to defend their country today, as they were in 1918.

## *Now It's Bottleneck Jones*

**N**ow it's Bottleneck Jones of the Reconstruction Finance Corporation in Washington, D. C.

And because Jesse Jones acquired the nickname of "Bottleneck," the American people are hitting the bricks and 100,000 Teamsters delivering milk, bread and other necessities of life are threatened with the loss of their jobs when their truck tires wear out.

The exposure of the responsibility Jones holds in the rubber crisis was pointed out in the authoritative syndicated news column of Drew Pearson and Robert S. Allen last month.

They charge that Jones complacently stalled the erection of synthetic rubber plants for 18 months while the Japs were training their gun sights on the Dutch East Indies, which is the source of most American rubber.

Now another crisis has struck the people because the only man in public life who could see what was coming was the man in the White House. Everybody else fiddled until Pearl Harbor burned.

The Pearson-Allen column revealed that in July, 1940, Emil Schram of the RFC worked out a plan to produce 100,000 tons of synthetic rubber per

year. But Jones vetoed it and Schram resigned in disgust. And half a dozen men who followed Schram in, likewise followed him out, for the same reason. They couldn't get anything done.

Finally, last May, a year after President Roosevelt had asked the defense commission to prepare for a rubber emergency, Jones began to do something, according to Pearson and Allen.

But he moved like a turtle trying to overtake the Japanese jackrabbit. He approved small loans to four rubber companies for experimental production of synthetic rubber, allowing about one-half of one per cent of the sum recommended by the defense commission.

As a consequence, only six synthetic rubber plants with a maximum production of 10,000 tons each annually, are under construction. And two of these are privately financed. They won't begin turning out rubber for several months.

And when they are in full production, they will supply less than 10 per cent of the rubber consumed last year, according to the columnists.

A battle was once lost by the lack of a horseshoe nail, and this war may be lost by the lack of rubber tires.



## "Southern Teamster" Appears

**A**NOTHER Teamster newspaper has appeared, covering the seven southern states of Kentucky, Tennessee, Mississippi, Louisiana, Alabama, Georgia and Florida. It is the *Southern Teamster*.

Its editor is Herbert Crimp, who publishes it in Chattanooga. Crimp has had considerable experience in labor publications and announced that in the near future the *Southern Teamster* will be published twice a month, and eventually every week.

The paper is being published under

the auspices of the Southeastern states over-the-road committee comprising Robert A. Borden, chairman; C. H. Anderson, secretary, and Vernon Dandridge, O. W. Fowler, A. C. Hall, J. T. Odum and J. R. Bradocks, Jr.

Like the other Teamster newspapers, the *Southern Teamster* will not accept advertising and clearly enunciated its policy in a statement by Crimp in the January issue.

THE INTERNATIONAL TEAMSTER welcomes the *Southern Teamster*.



**A PAIR OF ACES**—These are the outstanding Christmas editions of two of the alert and expertly staffed papers published by the Seattle and Minneapolis Joint Councils of Teamsters. Teamsters may be hardboiled but they like to harness up the reindeer at Christmas time. They may have to keep them in harness all year, if the tire shortage gets any worse.



# *Ruling Endangers Defense*

By Irvin S. Lippe

Editor, The Indiana Teamster

**A**MERICA'S war effort faces the loss of 25,000 trained, patriotic drivers, in the little known but important automobile transportation industry, unless the War Department decides to allow them to help in the gigantic task of moving new army trucks and equipment from the factories where they are made, to the various military establishments throughout the country where they are used.

The reason for the dilemma in which this industry now finds itself is that new car production was completely curtailed by government order so that these plants might devote their entire productive capacity to the manufacture of army trucks, tanks and airplane motors. Thus the operators and drivers who were engaged formerly in transporting new automobiles, via the drive-away and truck-away methods, to the dealers and distributors throughout the country, now find themselves without any work, even though they are eager to help their country in its hour of need.

The War Department up to this point has been insisting that all army trucks be shipped to their points of destination by rail. This, of course, shuts out completely the drive-away operators and their Teamster drivers from that part of the defense program in which they could render the most valuable service.

The railroads, already heavily taxed by the war program, are now to be unnecessarily burdened with the total responsibility for delivering all army trucks and tanks everywhere. In South Bend, Indiana, for example, the Studebaker Corporation alone will

be making 300 army trucks daily in the very near future. Think of the rail problems this will create there, and this does not even take Detroit, motor capital of the world, into consideration!

As a matter of fact, if professional drivers are allowed to deliver these trucks, they will arrive at their destinations faster and much more economically. At the same time the railroad bottoms that would have been used to haul them can be released for other important defense tasks.

## **Will Move Faster**

Supporting the position that the Teamsters' Union has taken, W. I. Nokely, general manager of the National Automobile Transporters Association, said in a letter to the Central Motor Transportation Committee: "It seems to be the opinion generally that every transportation agency in the country will eventually be required to assist in the movement of defense materials. Should this become a fact it would appear to us that our particular division of the industry should be preserved and not allowed to deteriorate as is happening now.

"Further, because of the lack of business, our carriers are daily losing the services of their experienced and well-trained personnel to other industries. If this is permitted to continue, when the time comes when we are needed in the defense movement, our members will find themselves without properly trained personnel and consequently our efficiency will be far from what will be expected of us."



## Meet the New Editors

**I**NTRODUCING Ralph Benjamin of Seattle, Jack Keefe of Minneapolis and James Shourt of Los Angeles.

These are the new editors of Teamster newspapers in their respective cities.

Benjamin is one of the most capable newspaper executives in the country. He is former editorial supervisor of a string of ten daily newspapers in the West.

While he will serve as editor of the *Washington Teamster*, he will also direct the Teamster publicity program in the eleven Western states, supervising the Teamster papers now operating and

assisting in the establishment of others, particularly in Oregon and Utah.

In addition to his newspaper experience, Benjamin has served as supervisor of utilities and transportation for Washington state. In these positions he became an authority on the trucking

and transportation industries and gained a technical knowledge that will be of inestimable value to the Teamsters.

Keefe is another capable and veteran newspaper man. He went to

work for the Minneapolis Joint Council as editor of the *Minnesota Teamster*, replacing Martin Quigley, who was called to emergency service with the government.

Keefe, as reporter for the *Minneapolis Tribune*, covered the trial and conviction of the Trotsky traitors who tried to appropriate the membership, as well as the funds, of the Minneapolis Teamsters.

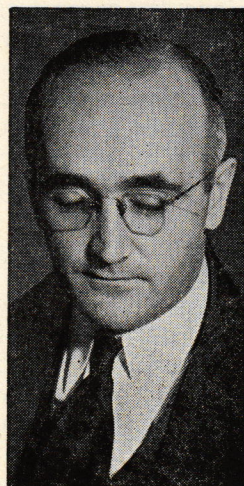
Keefe also worked for Duluth and Wisconsin papers and for the Associated Press. In his twelve years of newspaper experience his work has covered politics, business and labor.

Shourt, the editor of the new *Southern California Teamster*, likewise comes from Minneapolis where he preceded Keefe on the *Minnesota Teamster*.

Shourt became connected with the Minnesota newspaper when it was first established last summer to combat the radical raids on the Teamsters. He has had considerable make-up experience and will be the spark-plug of the Teamster publicity program in the Los Angeles area.



Ralph Benjamin



Jack Keefe

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"When the isolationists and obstructionists and Hitler appeasers smirk and smile and say—'Let's be friends'—I say, let's not. I think isolation is very good treatment for isolationists."—J. C. Rich in *The Hat Worker*.



# *New York Milk Union Split*

By Daniel J. Tobin

**W**E HAVE just received a copy of an injunction which has been sought against one branch of the Milk Drivers' Union in New York by another branch of the union. It contains about forty pages. This indicates serious disagreements among the membership of that organization, which organization has done so much for the entire membership. Isn't it pitiful to see these disagreements, especially now when the very life of our milk delivering membership in New York is at stake?

As conditions appear at this writing, it is possible that all house-to-house delivery of milk may be dispensed with during the war, as a result of the shortage of tires. The war may last two or three years, and you can rest assured if house-to-house delivery is dispensed with, it will never be resurrected or brought back.

## **Big Distributors Involved**

For a number of years the large distributors of milk, especially three big national distributors, have been endeavoring to eliminate the house-to-house delivery and set up depots or

distributors who can be supplied by truck loads of milk in bulk.

The large distributors like the Borden Company, the National Dairy, and the Bowman Company, hold that the expense of house-to-house delivery is such that they cannot make any profits, or that it has reduced their profits.

Of course the truth of the matter is this: that they made their enormous profits through the house-to-house delivery in the old days; and the further truth is that they may not be making as much money now as they did some years ago due to the fact that the milk drivers and dairy workers unions compelled them, through their aggressiveness and economic strength, to pay out part of the profits taken in.

## **Farmers Demand More**

There is another reason for their profits not being as large as they used to be, and that is that the farmers are demanding more, and the farmers don't just go sucking their fingers and begging as they used to years ago. They now go out and do things which the unions would not dare do.

## *Where Is Schickelgruber?*

The phoney Brewery Workers' Union is wondering why their membership is deserting them in the Twin Cities to join the thoroughly American Teamsters' Union.

Well, here's the result of an election by that union in St. Paul. These are the new officers: John Potzman, Henry Kohlstedt, August Herzog, Joseph Danisch, Carl Rauer, George Benzel, Frank Dickhausen, Raymond Lenzmeier, Frank Wanzong, Carl Langewisch and Otto Boeltl.

The national officers of this outlaw union, recently expelled by the A. F. of L. because they refused to obey the American laws of American labor, are Joseph Obergfell, Albert J. Kugler and William J. Kromelbein.

Everybody seems to be there but Brother Schickelgruber.



## Mid-West Drivers Win

By David Kaplan

Research and Statistical Department

**T**HE award of the National Defense Mediation Board in the Central States trucking dispute is a landmark in the history of collective bargaining in the over-the-road trucking industry and a great victory for the Teamsters' Union which suspended strike action last November in the interests of National defense.

The territory covered by this award comprises an area in which almost half of all the revenue freight of the interstate motor carrier industry in the United States is carried. Between 50,000 and 60,000 over-the-road drivers are affected directly by the award. The trucking companies affected employ, in addition to the over-the-road drivers, over 150,000 other employees, such as local drivers, loaders, garage, and office employees.

The 50,000 to 60,000 over-the-road drivers directly affected by the award received an increase of 10 cents per hour for all work done on an hourly basis, and .4 cents a mile for all time worked on a mileage basis. In percentages, the increase amounted to 12½ per cent on the hourly pay basis and 13.3 per cent on the mileage pay basis.

The hourly scale in the Area Agreement was raised from 80 cents to 90 cents and the mileage scale was raised from 3 cents per mile to 3.4 cents per mile. It is estimated that on the number of hours worked and the average miles driven, the increase will average about \$6 per week per driver, or from \$300,000 to \$360,000 per week. On an annual basis, the gain to the employees of the wage increase alone will be \$15,000,000 to \$18,000,000 per year.

The granting of six days vacation, with pay, if given a monetary value on the basis of the average weekly pay, would amount to an additional \$3,000,000 per year. Thus, the wage increase, plus the vacations with pay, will benefit the men under the Central States Trucking Agreement of the International Brotherhood of Teamsters by about \$18,000,000 to \$21,000,000 a year.

This does not take into consideration at all any increases or grants of vacation with pay that will be obtained by local drivers and other employees of the trucking companies involved as a result of the award won by the Teamsters Union for the over-the-road drivers.

Another matter of outstanding value won by the award is the recognition by a Government tribunal that a single contract wage rate should prevail for over-the-road drivers throughout the entire 12-state area. Despite the insistent and impassioned pleas of the trucking companies, the National Defense Mediation Board refused to divide the area into two wage zones, and to provide a lower differential rate for one of the zones.

The Board agreed with the Union that any differentials or concessions compelled by necessity should be negotiated through the joint machinery set up under the Area Contract, and that only a single, uniform contract wage rate should prevail for the entire area, as a means of promoting stable conditions.



Official Magazine of the  
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